

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2023)	
MARINE CASUALTIES	
Loss of Propulsion (10FEB2023): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while underway approximately 9 miles West of the Golden Gate Bridge. The loss of propulsion was due to a fouled propeller after the vessel ran over a crab pot indicator and the connecting rope fouled the propeller. The vessel was safely towed back to Pier 45 to conducted appropriate repairs. Case closed.	
Loss of Propulsion (11FEB2023): A U.S. flagged passenger vessel experienced a loss of propulsion while underway from Pier 41 in San Francisco. The vessel regained propulsion and returned to berth to offload passengers. The vessel is currently undergoing repairs to fix the issue. Case pends.	
Crewmember Injury (20FEB2023): A foreign flagged freight vessel reported a crewmember injury while the vessel was shifting berths in Benicia, CA. The crewmember was transported to a local hospital to receive medical treatment for his injuries. Case closed.	
Passenger Injury (25FEB2023): A foreign passenger vessel reported a passenger injury while the passenger embarked the vessel on an assistant riding scooter. The passenger on the scooter flipped over and broke their hip. The passenger initially received medical treatment onboard but was transported to a local hospital for further assistance. Case closed.	
VESSEL SAFETY CONDITIONS	
Voyage Termination (01FEB2023): A U.S. flagged commercial fishing vessel received a voyage termination after a US Coast Guard boarding team discovered an expired life raft onboard the vessel. This item had been identified as a deficiency during a previous boarding. The vessel was escorted back to homeport in Halfmoon Bay by the attending Coast Guard vessel. Case pends.	
Operational Control (02FEB2023): A U.S. flagged small passenger vessel received an operational control (Code 60, prior to movement) for failure to perform a credit dry dock examination within the required time frame. Case pends.	
Operational Control (02FEB2023): A U.S. flagged small passenger vessel reported that one of their fixed firefighting system cylinders failed hydrostatic testing and was issued an operational control (Code 60, prior to movement). Case pends.	
Operational Control (02FEB2023): A U.S. flagged small passenger vessel received an operational control (Code 60, prior to movement) for failure to perform a credit dry dock examination within the required time frame. Case pends.	
Operational Control (08FEB2023): A U.S. flagged tank vessel received 05 operational controls (Code 17, prior to departure) for various items identified during an annual inspection. Case pends.	
Operational Control (11FEB2023): A U.S. flagged passenger ferry reported a loss of propulsion and received an operational control (Code 701, prior to the carriage of passengers). Case pends.	
Operational Control (13FEB2023): A U.S. flagged small passenger vessel received an operational control (Code 705, limited routes) for failure to install an interconnected fire detection and alarm system. Case pends.	
Operational Control (16FEB2023): A U.S. flagged tank vessel reported an inoperable echo depth sounder and received an operational control (Code 17, prior to departure). Case pends.	
Operational Control (24FEB23): A U.S. flagged small passenger vessel was inspected in Monterey, CA and received an operational control (Code 60, prior to movement) for an exhaust leak. Case pends.	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inoperable Echo Depth Sounder (15FEB2023): A U.S. flagged tank vessel received an inbound LOD while inbound for the Port of San Francisco, for an inoperable echo depth sounder. Case pends.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (02FEB23): IMD received a report of a capsized vessel into the San Rafael Canal releasing an unknown amount of material. IMD arrived on scene and spoke to the responsible party, who stated that the vessel rolled over due to dredging operations in the area. IMD opened the OSLTF, but the responsible party took over operations and contractors refloated and defueled the vessel. IMD issued a NOFI, NOFA, and LOW. Case Closed.	
Letter of Warning (10FEB23): IMD received a report of a boat that discharged oil, creating a sheen, during a SAR case before being towed to Pillar Point Marina. IMD placed a boom around the vessel to mitigate possible future discharges. No discharges occurred while moored and IMD was unable to determine the cause and amount of oil spilled. IMD issued a NOFI and LOW to the responsible party. Case Closed.	
Federal Pollution Incident (13FEB23): IMD received a report of a vessel that had run aground on the Del Monte Beach in Monterey with approximately 15 gallons of diesel on board. IMD arrived on scene and hired a contractor to remove the pollution on board. IMD issued a NOFI to the responsible party. No further action taken. Case Closed.	
Federal Pollution Incident/Letter of Warning (19FEB23): IMD received a report of a sunken recreational vessel at the South Bay Yacht Club creating a sheen. The Yacht Club hired a contractor to place boom around the vessel to mitigate the threat to the environment but was not able to cover the costs of lifting and defueling the vessel. IMD duty team hired a contractor to lift and defuel the vessel resulting in removing the remainder of fuel/oil onboard. IMD issued a NOFI and LOW to the responsible party.	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
February 2023			
PORT SAFETY CATEGORIES*	Feb-2023	Feb-2022	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	0	3.06
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	7	6.39
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	2.25
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.19
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	5	9	11.97
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2023	Feb-2022	**3yr Avg
U.S. Commercial Vessels	0	0	0.39
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	1	0.72
Commercial Fishing Vessels	1	1	0.67
Recreational Vessels	4	7	6.39
Pollution Discharge Sources (Facilities)	Feb-2023	Feb-2022	**3yr Avg
Regulated Waterfront Facilities	1	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	2	0	2.75
Mystery Spills - Unknown Sources	3	2	5.25
Number of Pollution Incidents (By Spill Size)	Feb-2023	Feb-2022	**3yr Avg
Spills < 10 gallons	6	8	9.39
Spills 10 - 100 gallons	3	1	1.28
Spills 100 - 1000 gallons	1	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	2	5.17
Total Pollution Incidents	13	11	16.14
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2023	Feb-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.33
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.31
Estimated spill amount from Public Vessels	0.00	1.00	6.78
Estimated spill amount from Commercial Fishing Vessels	10.00	2.00	13.89
Estimated spill amount from Recreational Vessels	131.00	26.00	86.28
Estimated spill amount from Regulated Waterfront Facilities	0.25	0.00	22.62
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	15.00	0.00	30.08
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	156.25	29.00	162.31
Penalty Actions	Feb-2023	Feb-2022	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.58
Letters of Warning	3	6	5.17
Total Penalty Actions	3	6	5.83
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			